

# The American Observer

*A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends.—James Monroe*

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## U. S. Is Helping Brazil to Plan a New Capital

**Fast-Growing Nation Wants to Move Government from Present Seat in the Coastal City of Rio de Janeiro**

DEEP inside Brazil, about 600 miles northwest of Rio de Janeiro, a group of United States engineers and research workers are making a survey of the countryside. Under the direction of Cornell University's Professor Donald Belcher, these Americans are helping Brazil choose a new site on which to build its capital city.

Fast-growing Brazil wants to move its seat of government from crowded Rio de Janeiro, the present capital, to a new site. Brazilian officials feel their expanding country can be better served by a capital located closer to the center of the nation than is Rio de Janeiro. Besides, Rio is hemmed in by the sea on one side, and by mountains on the other. With its 2½ million inhabitants, it is becoming too crowded to provide adequate space for government offices.

The big South American land's hunt for a new capital site is evidence that its people are confident of their country's continued growth. Brazilians know their nation faces many problems, but they feel certain that these can be overcome.

One American newsman recently tried to explain that nation's present-day conditions in this way: "Brazil is a nation in transition. It has economic growing pains similar to those experienced by its traditional great friend, the United States, during the American changeover last century from a farming to an industrial economy."

*What are some of Brazil's most pressing problems?*

She is faced with inflation. Prices

of goods that Brazilians buy, including coffee, have been climbing higher and higher in recent years. Wages haven't kept pace with prices.

Another of the land's problems is the large debt which it owes to other nations. Brazil has been buying more from outsiders than she has been selling to them. To do this, she has borrowed heavily from other nations, especially in the United States. She is now trying to repay her latest U. S. loan of 300 million dollars.

Brazil has other problems, too. One of them is poverty. Visitors to Rio de Janeiro or Sao Paulo—the two biggest cities in the country—are often impressed by the appearance of prosperity to be found there. They see gleaming new buildings and palatial private homes on the main thoroughfares. But on the side streets, as well as throughout much of the Brazilian countryside, are reminders that a high percentage of the land's people are poor. One can see a great many families dressed in rags, living in floorless, one-room hovels made of mud or palm leaves. Some don't get enough to eat.

Brazil needs more schools. Less than half of the adults in this sprawling nation can read or write. There is a serious health problem, too, particularly in slum areas. Malaria, tuberculosis, and typhoid take a heavy toll in sickness and death.

Still another Brazilian weak spot is its transportation system. Outside of the big-city region, near Rio de Janeiro and Sao Paulo, highways are bad or don't exist at all. The railroad system is old and broken down. Many

*(Concluded on page 6)*



**MORE HIGHWAYS** like this fine New Jersey Turnpike will be built if Congress approves President Eisenhower's 50 billion dollar road-building program

## Eisenhower Road Program Arouses Big Controversy

**Some Governors Opposed to Federal Aid Plan—Others Believe It Will Work Out Well**

AMERICA'S network of highways will be greatly expanded and modernized if President Eisenhower's plan for a \$50 billion road-building program is approved by Congress. The President wants the states and the federal government to work together to bring our worn and sprawling highway system up to modern standards.

Although the President proposed that the management of the individual road construction projects be in the hands of state and local governments, federal aid would play a big part in the program. It was this point that caused so much debate at the National Conference of Governors where the Administration plan was first announced by Vice President Nixon.

Certain of the state governors are leery of receiving more federal aid for roads, because they believe it takes control of the road-building work out of state hands and gives it to Uncle Sam. As a matter of fact, under the present federal aid system for road building, Washington *does* tell the states what types of major highways are to be built and how they are to be constructed.

Nevertheless, after pro-and-con discussion, many of the governors approved the President's suggestions—noting the important role he had set for the states. The governors plan to study their highway needs and report later this year to the White House.

As outlined by the Vice President, the Administration wants:

1. An overall plan designed to provide fast, safe travel across the country, between cities, and from farm to market. Such a highway chain would

also meet defense needs in case of atomic war.

2. A plan for financing the highway building by which each project would be paid for through tolls, gasoline taxes, or federal help when necessary.

3. An agreement under which the state and local governments will manage the funds and programs in their own areas.

To the United States, a nation on wheels, highways are important to almost every phase of activity. Almost 56 million cars, trucks, and buses are crowding U. S. roads, and the need for improvement is an ever-growing one. Vice President Nixon said the Administration plan is aimed at providing adequate roadways for a national population of 200 million by 1970. We are told that our motor vehicle population will hit the 80 million mark about then.

One highway engineer says jokingly that he has a nightmare which comes to him often. "In my dream," he says, "each day thousands of new cars are driven out of dealers' showrooms onto the highways. Traffic moves more and more slowly as new autos enter the roads. One day there is room for just one more car. The final car customer pays for his new auto, climbs into it and inches into that one remaining opening in traffic. Then all cars in America stop because there is no room to move. Everyone blows his horn at the same time, and that's where I wake up screaming," says the engineer.

Of course, we are headed for no such bumper-to-bumper existence, but our situation is serious. Let us look

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**PRESIDENT Getulio Vargas of Brazil** chats with a group of his countrymen



# Highway Plans

(Concluded from page 1)

at the highway network as a whole.

The U. S. today is far ahead of any other nation in road mileage and construction. One reason is that we already spend more for highways than does any other country. Our road mileage is roughly 3 million (about 1,800,000 miles of which can be used in all weather). In the past 25 years, we have spent about \$50 billion on our roads.

Australia, which is almost as big as the U. S., has only 100,800 miles of all-weather roads. Russia, which is much larger, has only 40,000 miles of surfaced roads. The Soviet Union is now undergoing a big road-improvement program of its own.

Brazil has 4,500 miles of all-weather roads out of a total of 161,300 miles. Canada has more than half a million miles of highway, but only 131,500 miles are surfaced. Both countries are larger than ours.

Many of our highways are very good. Among the best are the more than 1,000 miles of pay-as-you-go expressways and parkways now in use. Another 1,000 miles of such roads are being built. These toll highways are paid for by the motorists who use them, a plan recommended by the Administration.

## The Toll Road

One of the longest toll roads is the Pennsylvania Turnpike, which stretches from the Ohio border of Pennsylvania to Philadelphia. It will grow another 125 miles this year—from Philadelphia to the New York state line. Another big toll highway is the New Jersey Turnpike, which goes from one end of that state to the other.

New York state has one of the most up-to-date super highway systems in existence. Just last month, a 115-mile section of the New York State Thruway was opened to traffic. By the time the thruway is finished, it will cost more than half a billion dollars and will extend 427 miles. It will be the longest toll highway in the world when opened to traffic next year. Ohioans are building a modern turnpike across their state.

The toll highways save hours of driving time for those who travel

them. Furthermore, there are no sharp curves, steep hills, dangerous intersections, or rail crossings to cause accidents.

We have many first-class free highways too. The state and federal governments have been at work for several years on a 40,000 mile interstate superhighway network. Sections of it are already in use near many of our large cities. Some of them are the Shirley Highway in Virginia, U. S. Route 40 across Illinois, and U. S. Route 66 in Missouri.

Although we are far ahead of other countries, engineers say our highways are not nearly so good as they should be. We have fallen behind in building new highways and improving old ones. Most of our roads are crowded and unsafe for powerful modern cars.

## Existing Flaws

What, in particular, is wrong with our roads? Engineers point out many flaws in them. For one thing, they estimate that, of the 40,000 miles of U. S. main highways, there are about 15,000 dangerous curves. Many of the roads have no shoulders alongside of them, leaving little room for cars in trouble to pull out of traffic. Innumerable railroad crossings halt and slow traffic. Many stretches of road have driveways and intersections crossing at every few hundred feet, each one of them a possible death trap.

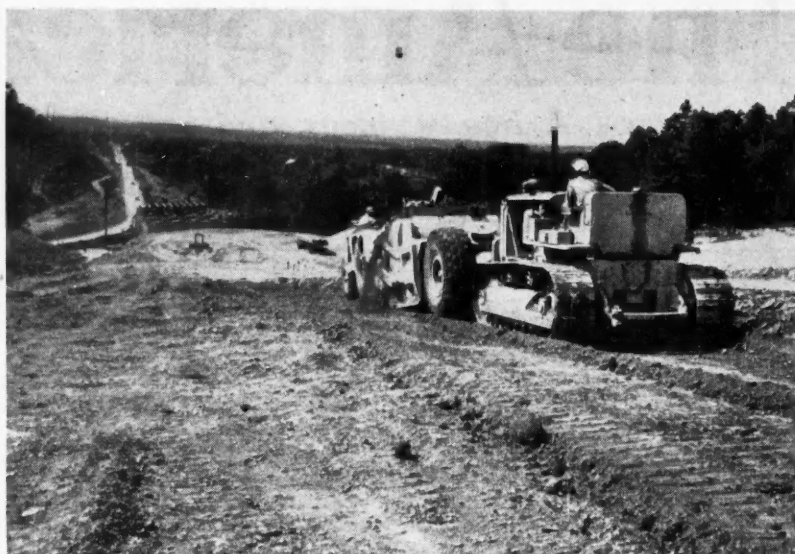
At many busy intersections there is such a clutter—or scarcity—of directing signs that motorists must dangerously take their attention from driving to find out which way they want to go.

Some of our roads have cracked surfaces or are full of holes. Others are too narrow or too winding. Many bridges should be rebuilt because they are too narrow or because they are not strong enough to take the heavy beating modern traffic gives them.

How did our roads get in such a sorry condition? Most highways in the U. S. were built 20 or 30 years ago. They were fine in those days, but the average concrete road will last only 15 to 25 years without major repairs. Rain, ice, hot sun, and the weight of cars and trucks take a heavy toll through the years.

During World War II, road construction all but stopped. We had to spend our money for war. Meanwhile, the weather and traffic were pounding the highways to pieces.

After the war we began improving



CATERPILLAR TRACTOR COMPANY

**A ROAD under construction.** The cost of modernizing our highways to meet the needs of ever-increasing traffic will be high, and the job will take time.

our roads, but we had to spend most of our money just patching up the roads neglected during the war years. Today we are building new highways again, but not fast enough to meet traffic demands.

In the past 20 years the number of automobiles, trucks and buses on our streets and highways has more than doubled. This rapid increase in the number of vehicles has always fooled the experts. For example, the highway engineers who planned the Pennsylvania Turnpike estimated it would carry perhaps 3,500 cars a day. Just a few months after it opened in 1940, 5,000 cars a day were speeding down its wide concrete strips. By 1949 even that figure had doubled.

As the number of cars in use grows faster than the road system, we are being faced with new problems. For one thing, the overcrowding is costing a great deal of money. One estimate is that Americans lose \$3 billion a year because our highways are poor. The figure is reached by adding the cost of accidents, insurance, wasted fuel, time, and other losses caused by inadequate roads. It has also been estimated that, if all the danger spots were taken out of U. S. roads, we might save the lives of about 15,000 of the nearly 40,000 who die in traffic accidents each year.

While study of the President's plan is going on, one main issue is being debated. As was evident at the Conference of Governors, many people be-

lieve building highways is the job of the states and of local government. Others are for federal aid to the states for highway construction.

Those who favor federal aid say: "It is a Constitutional obligation of the government to help build good roads, since adequate highways are essential to national defense, delivery of mail, interstate commerce, and the national welfare."

"The matter of national defense alone would require federal participation on road building. It is vital to our nation's security that we have highways that can serve us in war time. Some of our states are not wealthy enough to give us the kind of roads we need, and we must be certain that each state's highway network is properly integrated with a national system."

"The federal government does not want to take over the building of all roads. It just wants to make certain that they are well planned and constructed. The President was very clear on the point that the projects would be locally managed."

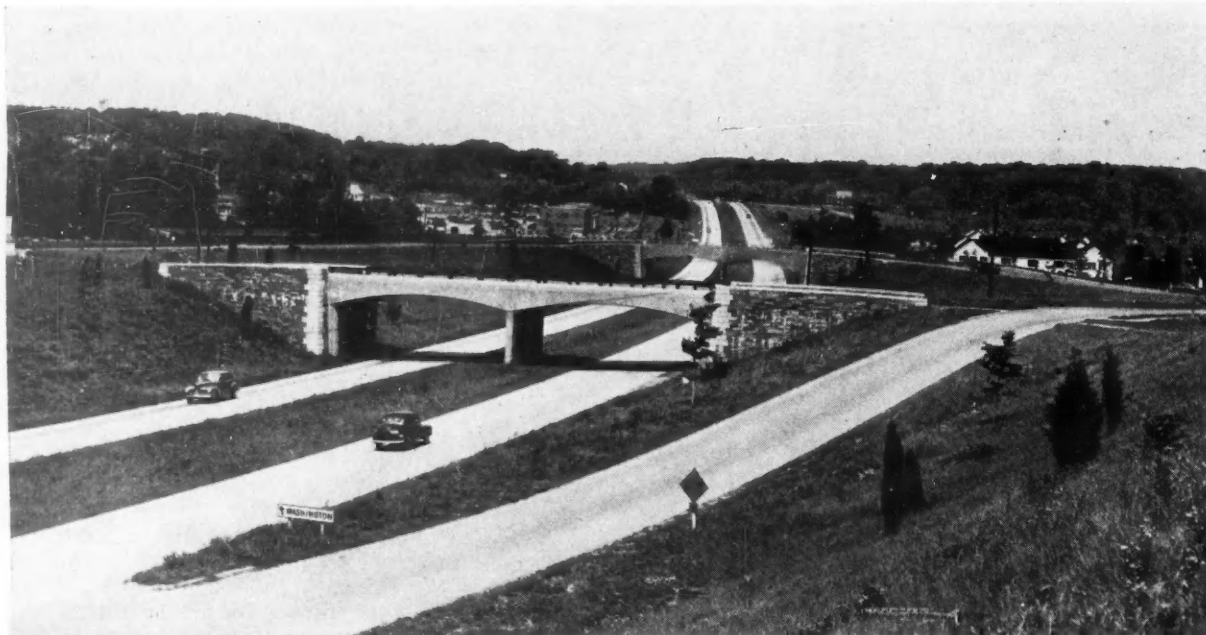
## Another View

Those on the other side of the fence reply: "There is no reason to believe that the states are any less interested in national defense than is the federal government. Nor is there any reason to believe that Washington politicians can build any better roads than can state and local officials."

"As to the question of the lack of funds in certain states, the idea of toll roads (as suggested by the President) will solve some of these financial problems. But most of the money difficulties would be solved for the states if the federal government would quit collecting two cents on every gallon of gasoline sold. That money should go to the states for their highway programs, not to Washington where only a part of it is sent back to the states for road building."

"Highways are primarily a local and state responsibility and should be handled at these levels."

Although there was some bitter opposition at the Conference of Governors to President Eisenhower's plan for federal participation in highway modernization, it is widely believed that some programs for federal and state cooperation will be worked out. No action is expected to be taken by the present meeting of Congress, which is about to wind up its business, but the matter is likely to come before the lawmakers early next year.



BUREAU OF PUBLIC ROADS

**SHIRLEY HIGHWAY** in Virginia is one of the many fine country thoroughfares, with numerous safety features, which are being built to help solve the nation's increasingly heavy traffic



# East-West Disputes Still Delay German Unity

War-Defeated German People See Little Chance of Ending Division of Nation Soon

GERMANY is now in its tenth year as a divided nation. Lying in the heartland of Europe, it seems no closer to unity now than it was in the summer of 1945, when it lay torn and defeated.

Again and again, the Germans themselves have expressed their desire to live under one flag. But they remain victims of a stubborn deadlock between Russia and the free world. Until the United States, Britain, France, and the Soviet Union can agree on a formula for putting Germany back together, there will be two German lands—the *West German Republic* and *Communist East Germany*. Germans in general feel that the prospects for uniting Germany are dim at present—and are likely to remain so for a considerable time.

**THE LAND.** Prewar Germany (not including nazi-conquered countries) was 181,000 square miles in area—about as big as California and West Virginia combined. Germany's defeat in World War II left her weak and divided with large sections of her territory in the hands of her neighbors.

An eastern area about the size of Connecticut went to Russia. Another chunk, about the size of Ohio, went to Poland. The tiny but industrially rich Saar (somewhat smaller than Rhode Island) is presently linked with France.

The area remaining to Germany is a bit smaller than California—136,000 square miles in all. It is divided into the West German Republic and Communist East Germany. Berlin, formerly the capital of all Germany, is also divided.

Germany lies in about the same latitude as Ontario. The country has more neighbors than any other European nation. Except in the north, where it touches the Baltic and North Seas, Germany is landlocked. The climate is temperate.

**RESOURCES.** Germany's coal fields are among the world's largest, with

most of the hard coal for industry in the west. Both east and west have tremendous forests. However, Germany lacks oil, iron, and other minerals needed for industry.

**PEOPLE.** Germany is the home of more than 69 million people. Germans generally are known as hard workers. They are famous for their technical skills in industry and the sciences, for development of modern housing, and for their literature and music.

The nazis destroyed many traditions of German education, and lack of teachers has slowed restoration of schools since the war. However, with the help of friendly nations, the West German Republic is making progress in education. In eastern Germany, the communists keep firm control over the schools.

**GOVERNMENT.** Germany is governed as follows: Western Germany as a democratic republic, subject to supervision by an American-British-French Allied High Commission; eastern Germany as a communist regime controlled by Russia. Government is also divided in Berlin, the former German capital. East Berlin, with a population of 1½ million people, is under a German-communist regime controlled by Russia. Western Berlin, population 2½ million, has a democratic government supported by the western nations.

**FOREIGN AFFAIRS.** Almost all Germans want a foreign policy that will (1) end the occupation by American, British, and French troops in the west, and by Russian troops in the east; (2) restore a united Germany; (3) avoid war, especially on German soil. The West German Republic works toward that end in cooperation with the western allies. The communist eastern regime follows the lead of Soviet Russia.

**DEFENSE.** The eastern region has a growing German army sponsored by Russia, but the Soviet Red Army is the area's real military force. Western Germany has a national police



GERMAN VILLAGE WOMEN. Although they are smiling here, they doubtless worry about the future of their divided country.

force but no real army. U. S. and allied troops provide the area's defense today. If the European Defense Community—consisting of Belgium, France, Italy, Luxembourg, the Netherlands, and West Germany—is ratified by all the participating nations, the Germans will be asked to provide 12 divisions as their share of the international army.

**WEST GERMANY.** With an area of about 94,399 square miles, the West German Republic is a bit smaller than Oregon. Its population is close to 50 million—less than a third of the U. S. population. About 10 million are refugees.

The republic is one of the world's richest manufacturing regions. It makes iron and steel, chemicals, machine tools, autos, tractors, ships, leather goods, cameras, chinaware, and many other products. West Germany is also one of the leading coal mining regions.

West Germany is rapidly overcoming the setbacks caused by war. The republic's great coal-and-steel area, the Ruhr, is running at capacity. Manufactured goods from German factories are being sold to other nations in ever-increasing amounts. New housing is going up, and most of the people are well fed and clothed. Western Germany, in short, presents a picture of returning prosperity—which it has achieved in large part with billions of dollars of aid from the U. S.

Unfortunately, though, West Germany does not produce all the food she needs. The farmers raise grain, potatoes, sugar beets, cattle, and hogs, but a good deal of food has to be purchased from other countries. Last year 70 percent of West Germany's imports were foodstuffs—sugar, oil, wheat, and other grains.

West Germany now has one of the strongest governments in free Europe. In the national election held last September, Chancellor Konrad Adenauer, who works closely with the United States, won a landslide victory.

The Adenauer triumph was a victory for the free world and a sharp

blow to the Russians, who had hoped that the West German communists would make a showing in the elections. As it turned out the communists did not elect a single delegate.

**EAST GERMANY.** With 41,700 square miles, East Germany is somewhat larger than Ohio. Its population is 19 million. While there are some textile, machine, and chemical factories, East Germany is primarily a farming region. Its farmers raise rye, wheat, potatoes, sheep, cattle, and other livestock. Before the war, this region accounted for nearly half of the total production of bread grains, potatoes, and sheep in all of Germany, and was able to help feed the industrial west. Today, however, trade with West Germany is cut off almost entirely.

East Germany is much poorer than the western area. Factories and farms are producing less than they did before the war and Russia takes away a large amount of the goods which are turned out. There is a shortage of food, clothing, and most other items which the people need.

The communist dictatorship, run by Russia, is unpopular. This was shown by a series of riots against the government in June 1953.

**HISTORY.** Germany generally has been a power in the world since about the ninth century, when the Germanic Franks established supremacy in western Europe. Beginning in 1871, when King William of Prussia defeated France in war and united Prussia with other German states into one empire, Germany took a leading role in world affairs.

She lost World War I, which ended the empire and led to the Weimar republic. The republic failed. Hitler gained power and led Germany into World War II and disaster.

Russia and the western armies agreed to a division of Germany into zones, but only until a unified government could be developed. Disharmony between Russia and the western allies led to the prolonged division of Germany.

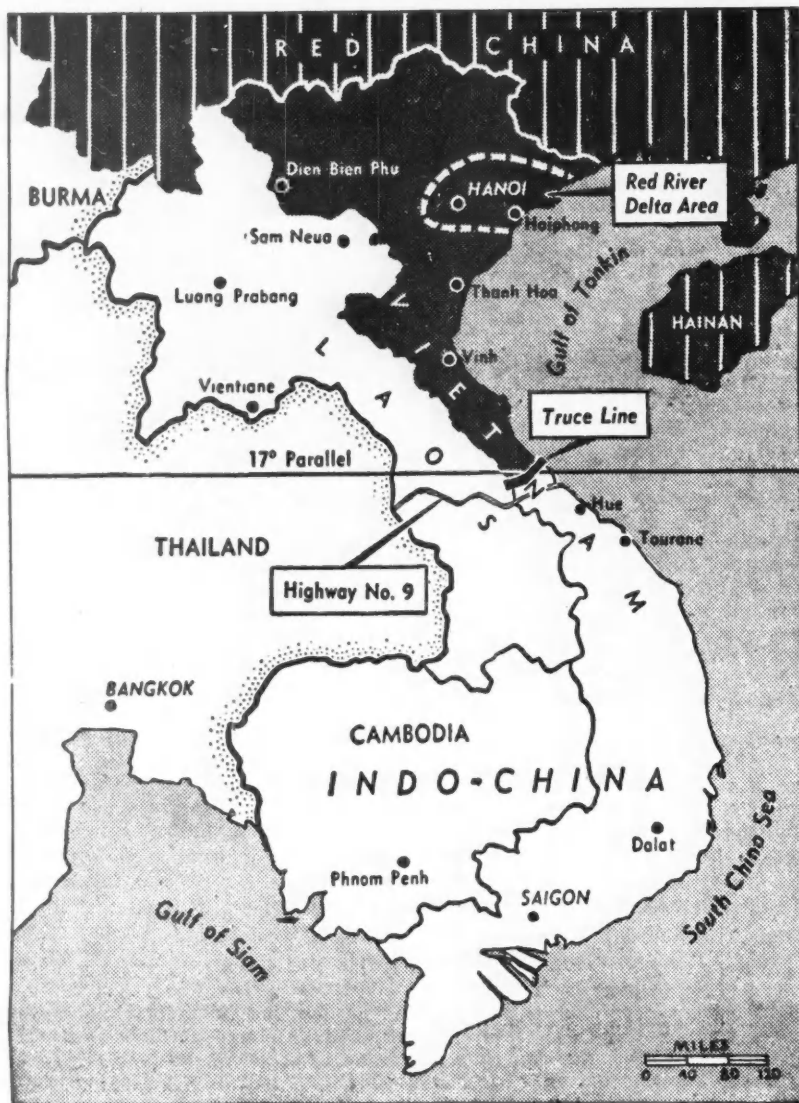


DRAWN FOR THE AMERICAN OBSERVER BY JOHNSON

GERMANY remains divided into West Germany, a self-governing republic; East Germany, a Russian-controlled communist state; large regions under Polish rule, and a small area that has been made a part of Russia. The Saar, once German, is now tied to France.



# The Story of the Week



WASHINGTON SUNDAY STAR  
THE PRICE OF PEACE in Indochina. Communists received northern Viet Nam, which includes a rice-growing delta area and the city of Hanoi (see story).

## Russia and China

One of the basic aims of U. S. foreign policy is to attempt to weaken the alliance between Russia and communist China. Recent developments throughout the world, and particularly at the Geneva Conference, indicate that this aim might be succeeding to some extent. The relations between the two major communist powers of the world have been slightly strained in the past few weeks. The western nations hail this as a sign of weakness in the communist bloc.

The existence of a powerful ally in Asia is of great help to Russia. At the same time, Russia regards her allies as satellites, while the Chinese consider themselves to be equals of the Soviet Union. Russia does have in its favor China's industrial weakness. That country is dependent on Soviet industry in its efforts to become a modern industrial state.

Nevertheless, China has recently been acting very independent, to the discomfort of the Kremlin. Chou En-lai, the Chinese Foreign Minister, treated Russian Foreign Minister Molotov as an equal at Geneva. He also visited India while the Geneva conference was in progress and referred to China and India as the great Asiatic powers.

In internal affairs, too, China has gone her own way in recent months. The country is following a new farm policy, and leaders announce that they will rule the country's national scene,

which is interpreted as a mild warning to Russia to "keep hands off."

## School Needs

The nation's public school system has been called inadequate by many officials and organizations in the past few years. The National Education Association repeated this point of view when it held its annual convention in New York City. Some 20,000 teachers and administrators met there to discuss, plan, and debate. The chief effect of the convention, as it turned out, was to scold the American people for not performing their proper duty toward the public schools.

The NEA reported that the physical condition of U. S. schools is getting worse. There is a shortage of teachers, and the schools are heavily overcrowded. Large increases in the school population are expected in the next 10 years, and the facilities are inadequate to handle them.

After stating these complaints, the delegates, representing NEA's half a million members, passed resolutions asking for federal aid to the states to raise teachers' salaries.

The NEA is also seeking federal school construction legislation by which the government in Washington would provide aid to the states for public school building. Bills are before Congress which would grant the states 250 million dollars a year for the next two years to aid school construction.

## Indochina—What Next?

The truce in Indochina brings an uneasy peace to Asia and to the world. The big question is how long the period of quiet will last.

For the United States and its allies, the Indochina cease-fire marks the beginning of a showdown with the communist world. The U. S. and allied governments plan to set up a system of collective defense for Southeast Asia, and to speed the establishment of the European Defense Community (an international army consisting of six countries.)

Then the free nations will warn the communists not to undertake any new aggression. The anti-communist countries of the world will thus use the period of peace to organize their defenses and make ready to attempt to prevent any further outbreak of war.

The negotiated end of the battle in Indochina is regarded by most as a victory for the communists. The results of the truce are to put 12 million people and one fourth of the country, including rich rice and coal producing territory, under communist control. These results were possible because the French tired of the conflict, which was a burden on their economic and manpower resources, and felt that they should accept a truce if it did not mean complete defeat for them.

As the 3-month Geneva Conference came to a close, French Premier Pierre Mendes-France just managed to beat his July 20 deadline for ending the Indochina conflict. He promised to resign if he had not come to terms with the communist negotiators by that date. The cease-fire represents a great personal victory for the Premier in France.

The general details of the truce terms between France and the communist-led rebel troops are as follows:

(1) The state of Viet Nam will be divided along the 17th parallel. The communists will retain the territory to the north of that line, including the capital city of Hanoi and the fertile Red River Delta area. The southern part of Viet Nam will remain in French hands.

(2) Cambodia and Laos, the other two states of Indochina, will retain their independence. The only exception to this is two small provinces of Laos which fall under communist rule.

(3) A 3-power commission composed of Canada, India, and Poland will supervise the truce agreements. These nations will also direct elections to be held in Viet Nam within two years. This will give the people of the state an opportunity to choose a unified government.

## UN Supports Us

The United Nations recently turned down a Soviet proposal designed to halt U. S. atomic and hydrogen bomb tests in the Pacific. The UN Trusteeship Council voted 9-3 for a resolution that permits this country to hold further super-bomb tests.

Russia's action came after the natives of the Marshall Islands presented a petition to the UN asking that the United States either halt its tests or take additional safety measures in the

future. About 200 inhabitants of the islands suffered temporary injuries during experiments last March when radioactive ashes fell outside the test area.

The UN Trusteeship Council, which is responsible for the administration of the Marshall Islands, adopted by the 9-3 vote a British-French-Belgian proposal which permits this country to continue its H-bomb tests but urges it to take every precaution against harm. Our government has already stated that it plans to strengthen warning and safety measures in future tests.

Both the petition of the Marshall Islanders and the UN resolution accept the United States' view that we must continue our H-bomb tests so long as Russia keeps up its experiments in this field.

## The Middle East

Two major disputes between the West and nations of the Middle East appear to be near settlement following negotiations. Compromises are being planned in the trouble areas of Egypt and Iran to withstand increased Soviet pressure in that region.

In Egypt, Premier Nasser is seeking the objective that three generations of Egyptian leaders have pursued—an accord ending over 70 years of argument over Britain's military position in the Egyptian Suez Canal.

In Iran, government officials are putting the finishing touches on an agreement with foreign oil companies. If completed, the arrangement will end the 3-year dispute touched off when Iran's government nationalized the British oil concession in the country.

It is not just by chance that these two issues are being resolved at this time. Increasing communist activity in both countries makes it evident that economic aid from the West is essential to the internal stability of both nations. That aid will not be forthcoming until these important problems are solved.

The major difficulty in the negotiations has been to seek solutions of the problems that appear to be victories for the people of Egypt and Iran but are not branded as defeats for Britain.



WIDE WORLD  
WILLIAM BRETT of Alliance, Ohio, new Director of the Mint, is shown here after taking the oath of office in Washington, D. C. He will direct the production of our coins, and enforce various federal laws concerning the sale of gold and the production of silver.



Although hopes for agreement on the matters could still be dashed, it appears that such solutions are about to be reached.

### Indian Problem

A program to free many Indian tribes from federal supervision is making progress. Congress is seeking to end various aspects of Indian segregation and to free certain tribes which it feels are culturally and educationally ready to run their own affairs from federal control of their lands and property.

The government is also seeking to turn the administration of some services to the Indians over to regular government agencies instead of depending on the special agencies set up to deal with the Indian tribes.

Bills have been introduced in Congress to transfer Indian health services to the Department of Health, Education, and Welfare—and to turn the administration of their agricultural development over to the Department of Agriculture.

Officials feel that by giving the tribes more freedom to conduct their own affairs and by dealing with them through regular government agencies, the Indians will progress more rapidly and become ordinary citizens, instead of being a responsibility on the government, depending on it for support and supervision.

### Military Manpower

The nation's top military leaders have agreed on new manpower goals for the armed forces to be reached by 1956. The plan is to postpone, if not abandon, further cuts in the Army, Navy, and Marine Corps which

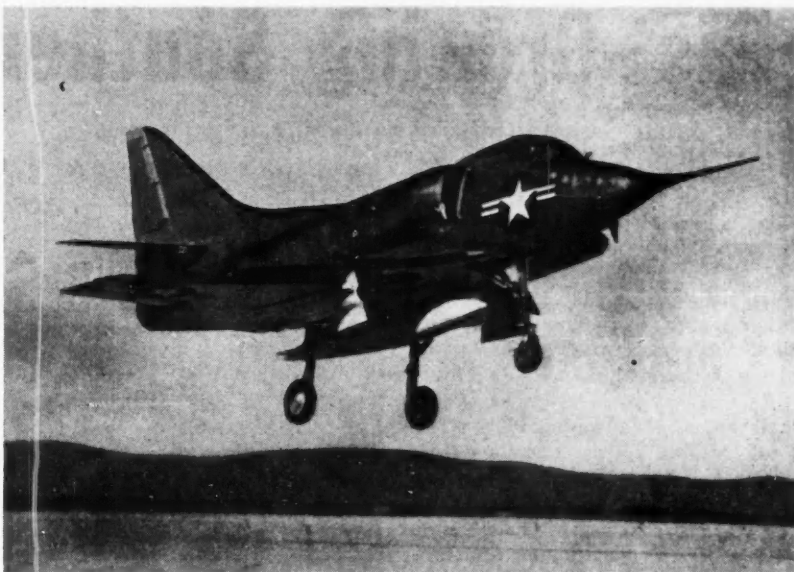


**HORSING AROUND** a horse. Actress Janette Scott, barely visible, tries out the right wheel of the big Trojan horse—built for a new Italian film, "Helen of Troy." It is based on the well-known story of the ancient Greek soldiers who hid in a wooden horse to trick the people of Troy.

were originally to have taken effect next year.

Secretary of Defense Charles Wilson outlined the new program recently. He stated that, if they are accepted by President Eisenhower and the National Security Council (the President's advisory body on defense matters), the armed forces will have slightly more than 3 million men in uniform by mid-1956.

Original plans under the "new look" policy called for a reduction to below 17 divisions for the Army and a cut in the number of Navy ships on active duty. Instead, the Army will



**THE NAVY'S A4D**, also called the Skyhawk, takes off on a test run in California. It is our smallest and lightest atom bomber. Built by Douglas Aircraft, the bomber and others like it will be based on aircraft carriers.

probably maintain 18 divisions, and further lay-ups of Navy vessels may be avoided next year. The Air Force expansion in size and strength will continue as projected.

These developments are viewed as a victory for General Matthew Ridgway and other Army chiefs. They have been arguing that a policy of much greater reliance on air power under the "new look" is no answer to such situations as the West has had to face in Korea and Indochina.

### Federal vs. State

The relations between the federal and state governments are still a source of friction throughout the country. In a move to seek a satisfactory solution to this problem, President Eisenhower has created a Federal Commission on Intergovernmental Relations. State governments as well as Congress and the federal departments are represented on this board.

In two particular areas, recent developments have increased the friction between the federal and state governments. In one field, the federal government has moved to ease the tensions.

The two problem areas are highway construction and school aid. President Eisenhower's proposal for a new federally supported highway building program brought howls of protest from many state governors. The President proposes to use gasoline taxes, among other means, to help finance the construction. State governments, in general, want the federal government to abandon its 2-cent a gallon gasoline tax so they can raise their own fuel taxes and take a greater part in building their own roads (see page 1 article).

In the field of school aid, the National Education Association recently asked the federal government to finance an increased school construction program. Bills now before Congress would carry out this proposal. The states, however, oppose expansion of the federal role in the field of education as a danger to states' rights.

In labor relations, a recent development goes a long way toward ending the federal-state conflict. The National Labor Relations Board has decided to curtail its field of operations,

seeking to put a stop to conflicts with local and state boards. Not all states have such agencies, but the ones that do have long complained that their agencies were rendered useless by an expansion of federal activity in this field.

### Japan in Far East

Now that the battle in Indochina has ended, an appraisal of the situation in Asia shows Japan to be the bulwark of the United States' defense in that area. The situation is very serious, for Russia and communist China are doing everything in their power to attempt to lure Japan into their bloc and away from cooperation with the anti-communist nations.

Japan is the most advanced Asiatic country. In industrial capacity, technical know-how, and scientific advancement, she stands well above the other nations of the Far East. Because of this, and because of that nation's important strategic position, the U. S. is doing everything possible to offset the strategy of Russia and China and to keep Japan on the side of the free nations.

This task is made more difficult by several factors. Most Asian countries, including our allies, fear and hate Japan, remembering long years of Jap-

anese rule and Japan's role in World War II.

The economic situation is also unfavorable. Japan, an industrial nation, must trade to live. Her traditional markets are China and South-east Asia. As the communists advance through that area, they control much of Japan's natural market for her goods. If Japan is forced to become economically dependent on the communist nations, it may not be long before the country will be lured into the communist world. American financial aid is aimed at preventing this from occurring.

### Wheat Price Supports

The government recently asked this nation's one million wheat farmers if they would agree to limit next year's crop to 55 million acres, compared to about 62 million this year. The wheat growers accepted the government's proposal by almost a 3-to-1 ratio.

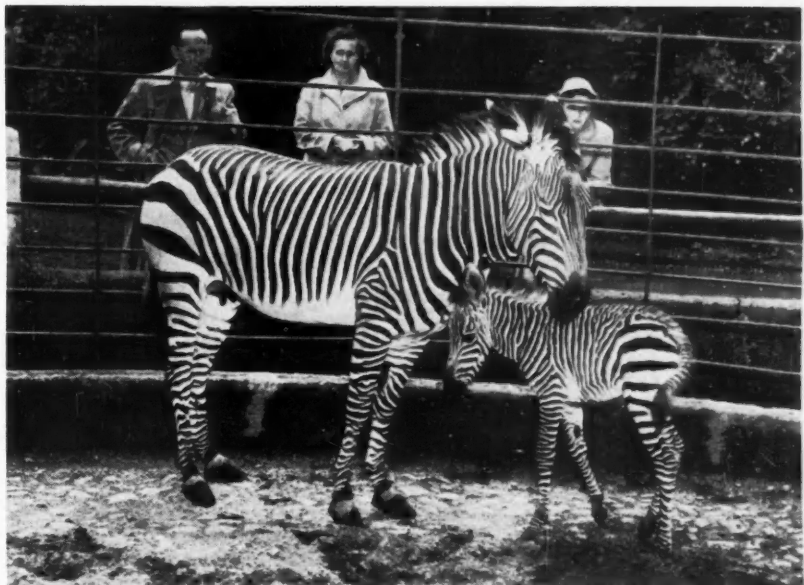
As a result, the government will continue "supporting" the price of wheat at a higher level than would otherwise prevail. A question before Congress—which may be answered by the time this paper reaches its readers—is "How high should the support level be?" Many farmers favor the present system of high and fairly rigid price supports. Some congressmen—along with the Eisenhower administration—believe that the support figure should be flexible, and able to rise or fall as conditions change.

The farmers gave approval to crop limitations by a narrower margin this year than last. Most observers think the difference was caused by uncertainty over what kind of price support program Congress would enact.

### Pronunciations

Chou En-lai—jō ēn-lī  
Eurico Dutra—ē-ōō-rē'kōō dōō'truh  
Getulio Vargas—zhē-tōō'lyōō vār'gus  
Nasser—nās'ēr  
Nehru—nē'rōō  
Pierre Mendes-France—pyēr mēn'dēs-frāns'  
Rio de Janeiro—rē-ō dā zhah-nā'rō  
Sao Paulo—sou pou'lōō (ou as in out)

"Books are the treasured wealth of the world, a fit inheritance of generations and nations."—Thoreau



**IN BERLIN'S** world-famous zoo, a new-born zebra takes its first steps under mother's careful supervision. Papa was moved to another enclosure, because mama attacked him whenever he went near the infant.



# Brazil, Our Fast-Growing Southern Neighbor

(Concluded from page 1)

of the rail lines have been running ancient cars over the same worn tracks for 20 years or more. All told, Brazil has only about 23,000 miles of tracks. The United States, by comparison, has some 224,000 miles of railroad!

Because transportation facilities are poor, Brazil finds it hard to bring the raw materials from her abundant mines for use in factories or for export to other lands. In addition, tons of food rot after each harvest because there is no way to bring it to the markets.

Another major problem is the shortage of fuel needed to turn the wheels of industry. Brazil has plenty of coal, but it is of poor quality. It must be mixed with imported coal before it can be used. Oil has been discovered, but very little of it has yet been tapped. Meanwhile, about a third of what Brazil earns from selling her products abroad goes for buying fuel.

*What is Brazil doing to solve her problems?*

In order to keep Brazil from going further into debt to outside nations, the government of that country is asking the people to cut down as much as possible on their purchases of foreign products. Under this plan, Brazil limits its imports chiefly to goods urgently needed to build up its industries.

Brazil's chief exports are coffee, cacao, cotton, and forest products, such as lumber and oils. Because of a general coffee shortage, the price of this product is high. For the time being, this helps the Brazilians earn more money in foreign trade, but the government fears that, if high prices continue over a long period of time, coffee sales might fall off drastically.

At home, Brazil is making progress in solving the problems of low wages and poor living conditions. The government spends a big slice of its income on health and education.

Huge dams, power stations, and many factories are springing up in

various parts of Brazil. The country also has an iron and steel business. The biggest steel mill—the Volta Redonda plant—is expected to turn out well over 700,000 tons of steel this year—twice its 1953 output. Other factories produce cement, textiles, chemicals, paper, rubber products, shoes, and aluminum.

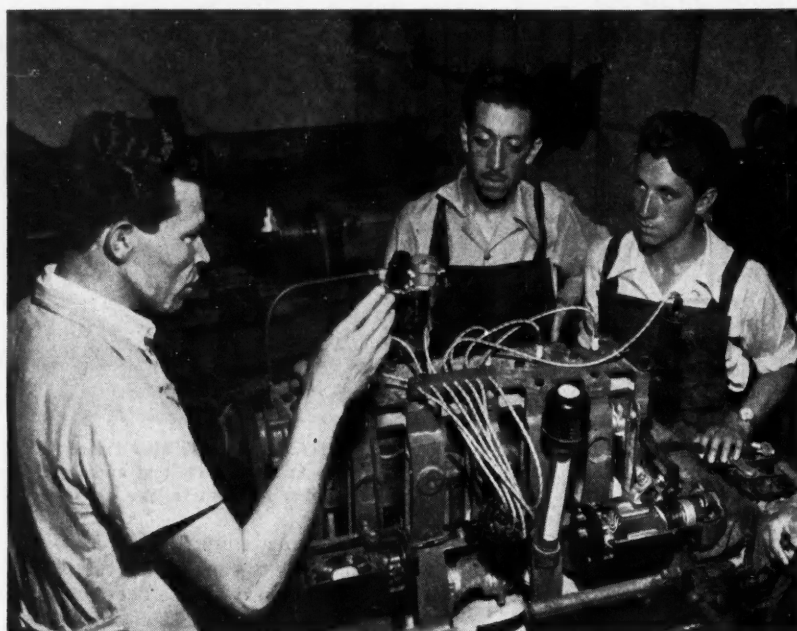
Especially prominent as an industrial center is the bustling city of Sao Paulo, capital of the famous coffee-producing state of the same name. This skyscraper city had fewer than 600,000 people about 30 years ago. Today, with a population of about 2½ million, it's running a close race with Rio de Janeiro for the title of Brazil's largest city. Sao Paulo is already the world's largest coffee-exporting city.

In an effort to overcome its fuel shortage, Brazil is making an all-out effort to put atomic energy to work. Though some progress is being made in this field, it may take a number of years before the atom can be effectively harnessed to run Brazilian industries. Meanwhile, the country plans to spend about a billion dollars, within the next few years, to build hydroelectric plants. The nation has an abundance of water power.

Despite her recent industrial expansion, Brazil is still mainly an agricultural country. Farm workers and their families make up about two thirds of the land's population. They work on plantations or farms that raise rice, cotton, beans, tobacco, wheat, sugar, cacao, or the product for which Brazil is most famous—coffee. The hoe and the ax are their principal farm tools.

*Are Brazilians satisfied with the progress their country is making under the present regime?*

President Getulio Vargas, who once ruled as a dictator, has been his country's elected chief since 1951. He first seized power in 1930. Though ousted from office in 1945, he managed to get a pro-Vargas candidate, General Eurico Dutra, elected president that same



THESE STUDENTS in a Brazilian motor school are learning to be mechanics

year. Vargas himself returned to power after winning the 1950 presidential contest. Under the country's constitution, he cannot succeed himself in office.

Many citizens of Brazil are now saying: "Getulio (Brazilians often use first names in referring to public figures) and those associated with him have held the reigns of power for too long a time. Brazil needs new, vigorous leadership if it is to solve its many problems."

Vargas backers contend: "President Vargas has done much to bring progress to Brazil. A look at the accomplishments of the past 24 years will bear this out. Brazil needs a leader with Vargas' long experience in government and with his interest in progress and the public welfare."

Next October, Brazilians will elect state governors and legislators. In the fall of 1955, they will vote for a new president. These forthcoming political contests will test the popularity of pro-Vargas candidates at the polls.

Though Brazilians differ with one another over their president's domestic programs, most of them agree with his policy of friendship toward the United States. Brazil has long been one of our most loyal supporters in Latin America.

We are one of the big country's best customers. We buy half of the products she has to sell. During World War II, Brazil supplied us with many raw materials, including rubber. We have lent her money to help develop her industries.

*Does Brazil have the natural wealth needed to become prosperous?*

Brazil is a giant land. It is so big that you could put the entire United States plus another Texas inside it, and still have room to spare. It sprawls over so much of South America that only two nations on the continent—Chile and Ecuador—do not touch its borders. Some 55 million people live in Brazil—roughly a third as many as live in the U. S.

Brazil has tremendous possibilities for growth as an industrial as well as an agricultural country. It is a storehouse of raw materials—many of which have not yet been touched. Iron

ore, manganese, nickel, diamonds, gold, and oil are some of them.

Its forests provide rubber, oils, waxes, and substances used to make plastics and medicines. The vast Amazon River, together with the streams which join it, is an important water highway for trade and travel. The country has 10,000 miles of waterways which can carry big ships, and another 20,000 miles for small vessels.

Brazil has rich soil. It is said that almost any crop known to man can be grown there. Only about a fourth of this soil is now used for farming.

Brazilians are eagerly awaiting the day when the wealth of their country can be converted to higher living standards for all of them.

## The Amazon River

Brazil is famous for its Amazon River, which is often called the *King of Waters*. Together with its tributaries, it is about 3,900 miles in length. Although a little shorter than our Mississippi-Missouri system, the Amazon is as much as 100 feet deep and, at its mouth, 150 miles wide. It is claimed that the Amazon holds more water between its banks than do three great rivers together—the Mississippi, the Nile in Egypt, and the Yangtze in China.

The Amazon rises in the Andes Mountains in Peru, only about 100 miles from the Pacific Ocean. It then winds eastward through Brazil to the Atlantic Ocean.

From its mouth, the Amazon empties hundreds of thousands of gallons of fresh water into the salty Atlantic. Sailors say they can lower buckets from ships and draw up the fresh water—even while out of sight of land—before it is mixed with the salt water of the sea.

When the ocean tides come into the river's mouth, the current changes. Walls of water twice as high as a man are pushed up the river with a tremendous roar. Fear of these walls kept an early Spanish explorer, Vincente Pinzon, from entering the river in 1500.

On its way to the Atlantic, the Amazon passes through Brazil's tropical forests.



BRAZIL IS THE LARGEST NATION in South America



## For Progress

By Walter E. Myer

It would be a good thing if each individual were to keep a diary in which he jotted down, not only outward events, but thoughts, stressing those ideas which, from day to day, seemed most interesting, important, or significant. Occasionally, then, the diarist might look back over his record to see how consistent he had been. In most cases he would probably find a surprising degree of inconsistency.

Opinions held at one time will be reversed a little later. These changes may come so slowly that a person is not conscious of them. He does not know how often he changes his mind unless there is some means of confronting him with a record. He assumes a greater degree of continuity and consistency in his thinking than really exists.

His changing of the mind is, on the whole, a good thing. There is no reason, of course, why anyone should adopt new ideas merely because they are new, or why he should discard opinions capriciously or without cause.

It is a fact, however, that change is an essential element of progress. If one holds all the same views today that he held a year ago, he has not grown. He is standing still. The discovery of a shifting of opinions with the passage of time is an encouraging symptom. It indicates progressive thinking rather than stagnation.

There is, after all, no peculiar sanctity about opinions formed at the age of twelve or fourteen or sixteen. Why, then, should these opinions stand in preference to those which might be formed at twenty? And why should one not have as much confidence in facts acquired at fifty as at twenty or thirty?

One has reached a sorry state when he assumes, even subconsciously, that his powers of fact finding and analysis

are less acute than they once were. We should, of course, cling to beliefs and opinions that have stood the test of time and have not been proved outdated or false by events. At the same time, we

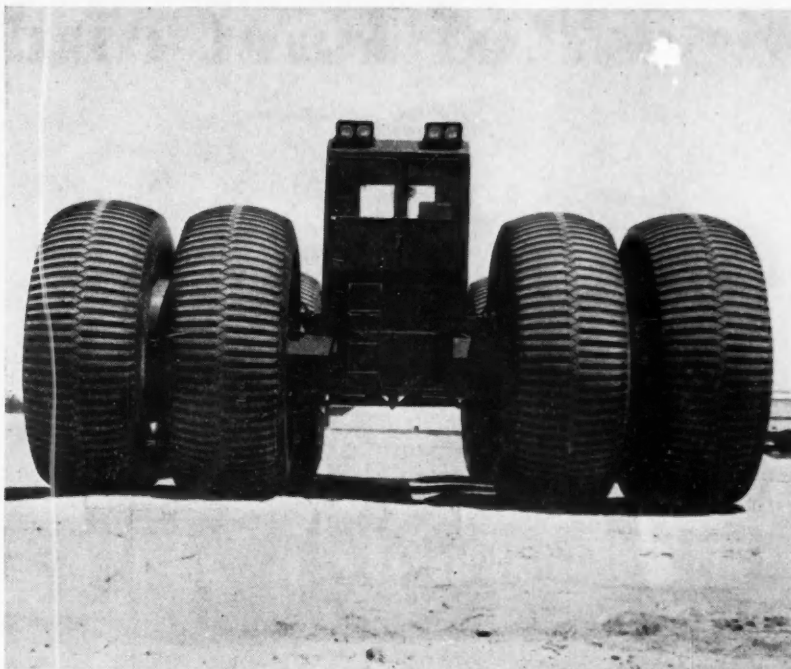
need to have sufficient confidence in the facts and ideas of today and proper faith in the possibility of tomorrow's discoveries.

"A foolish consistency," says Emerson, "is the hobgoblin of little minds." Let us not, then, fear to welcome new facts because they oblige us to discard the data which we gathered last year. Let us embrace new ideas if they seem sound to us today, even though they run counter to the thoughts we may have expressed a week ago. Lincoln summed it up well when he wrote, "I shall adopt new views so fast as they shall appear to be true views."

\*

"Reading is to the mind what exercise is to the body."—Addison

"The true majesty consists in work. What a man can do is his greatest ornament."—Thomas Carlyle



**TIRES TO SPARE.** They're 10 feet high and 4 feet wide, and are probably the world's largest. Eight of the tires are used on the electrically-powered vehicle above, and they can travel over almost any type of terrain.

## Science in the News

CAN North America's rare bird, the whooping crane, make a comeback? Can the present small flock of whoopers, less than 30, be built up—so that we may have thousands of them summering in Canada and wintering in our southern areas?

The effort will not be an easy one. But if it succeeds, civilization will have restored to the globe a bird that flourished in prehistoric times. Irston Barnes, President of the Audubon Society of the District of Columbia, tells a highly interesting story of the whoopers in a recent article in *The Washington Post and Times Herald*, which is excerpted here:

Last winter only 24 whooping cranes assembled on the wintering grounds in the Arkansas National Wildlife Refuge, and, with the addition of an injured and captive bird, these were the total world population.

Can a bird whose numerical climax came in prehistoric times survive when civilization remakes the landscape? During the Ice Ages, from 300,000 to 12,000 years ago, we know from fossil remains that these birds ranged from Southern California to Idaho, Kansas, and Florida.

But in historic times the whooper was never a common bird. Down to 1870, there were perhaps only about 1,300 to 1,400 in the continental population. The whooper then nested from northwest Illinois, Iowa, northwest Minnesota, northeast North Dakota, into the Canadian provinces of Manitoba, Saskatchewan, and Alberta.

The present nesting grounds of the remaining whooping cranes are to the north (in Canada) and still unknown, although they have been diligently sought in order to give the survivors the maximum protection.

In the decline of the whooping crane, we may be witnessing what has happened to hundreds of life forms in the geologic past. The whooper may have been on the decline before the white man came. As climatic and other environmental features change, animals that are specialized in habitat or food requirements are eliminated. In this respect, the preservation of

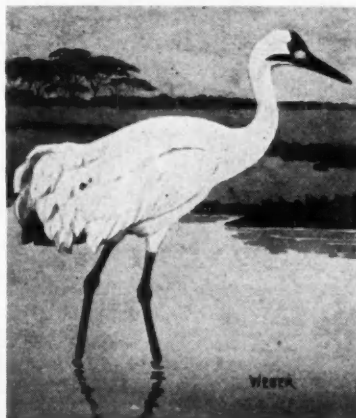
the cranes presents a challenging conservation problem.

Clearly the western movement of civilization has ousted the cranes from one after another of their nesting areas: from Illinois in the 1870's, from Minnesota in 1889, from Iowa in 1894. A drained, cultivated landscape is not country in which the whooper can prosper.

In 1937, the establishment of the Arkansas National Wildlife Refuge as a waterfowl sanctuary preserved the only remaining wintering ground of the cranes.

The efforts to save the whooping crane have had some limited success. Thirty-four were counted in the winter of 1949, while only 15 were found in the winter of 1940. Then the numbers dropped again. The birds have been given a measure of security on their wintering grounds, and similar protection will be given them on their nesting grounds, when discovered.

Protected areas along the migration route, particularly along the Platte River in Nebraska, are needed. Much has still to be learned before management of refuge areas for the cranes can be added to simple protection. And no one knows whether time remains to work out these steps. However, the great, dramatic birds have aroused the public's interest, and if a program can be devised to save them, it will certainly be tried.



THIS IS a whooping crane

## Study Guide

### Highway Modernization

1. What is President Eisenhower's proposal for improving our highways?
2. Why do some of the state governors object to the Eisenhower plan?
3. How do U. S. highways compare with those of other countries in mileage?
4. What is the reason we have fallen behind in road construction?
5. Tell something about flaws in our present highway system.
6. How do poor roads cost us money and lives?
7. What are some arguments given in favor of federal aid to the states for road building?
8. Give some of the arguments presented against federal aid to the states?

### Discussion

1. Do you think the federal government should participate in road building programs? Give your reasons.
2. Is it right for the federal government to collect gasoline taxes, or should that right belong to the states alone? Why?
3. What do you think is the best system for paying for new roads, with tax money or by tolls? Give your reasons.

### Brazil

1. Why does Brazil want to move its government from Rio de Janeiro, the present capital?
2. Tell something about the country's financial and other problems.
3. What is the situation in Brazil with regard to education and health?
4. How do Brazil's railways compare with those in the U. S.?
5. Tell something about the present advantages and possible later disadvantages of the present price for Brazil's chief export, coffee.
6. In what ways is Brazil working to solve its various problems?
7. How do Brazilians differ in attitudes toward their government?
8. Describe the southern nation's industrial-agricultural possibilities, in view of its resources.

### Discussion

1. Do you believe that Brazilians can raise their living standard in the near future? Explain your reasoning.
2. Is our policy of friendship toward Brazil worth while? Why?

### Miscellaneous

1. Compare prewar Germany with present-day Germany from the standpoint of area.
2. Tell how the difference in size came about, and list the various divisions of Germany that were made after World War II.
3. Briefly describe the resources of West Germany, and of East Germany.
4. How has Germany fared in world relations since 1871?
5. Why do western nations believe relations are weakening between communist China and Russia?
6. What are the next steps likely to be as the U. S. prepares for a showdown with the communists, as a result of the Indochina truce?
7. Tell something about the National Education Association's ideas for improving the nation's school facilities.
8. Describe the Department of Defense's new program for strengthening our armed forces.

### References

- "The Long, Long Road," a discussion of New York's latest express highway, *Life*, July 19, 1954.
- "Idaho Road Test; What Trucks Do to a Highway," *Business Week*, May 15, 1954.



# Weekly Digest of Fact and Opinion

(The views expressed on this page are not necessarily endorsed by THE AMERICAN OBSERVER.)

## "For More Military Research," an editorial in the *St. Louis Post Dispatch*.

Although science is widely recognized as "the endless frontier" in this land of television and other almost magical devices, it is not generally realized that national defense depends upon the scientist and the technician as well as upon the military man.

For instance, there are too many persons blind to the part that German scientists and technicians played in resurrecting the U-boat of World War I and modernizing it so that it came uncomfortably close to winning World War II. Nor do they appreciate fully the fact that the British scientists and technicians who developed radar were principally responsible for defeat of the German Air Force over England as well as of the submarines in the Atlantic.

This country cannot afford to fall behind in the race to develop new weapons and improve or substitute for old ones. As Brig. Gen. Thomas R. Phillips, military analyst, summarized the situation: "The technological race for new weapons is far more important and far more likely to be decisive than the quantitative race for armed manpower."

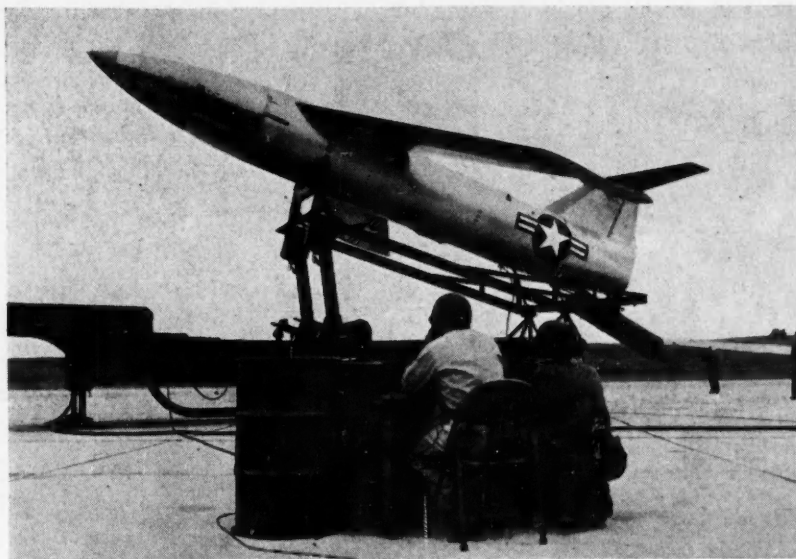
True, it is very expensive to keep the scientist, the technician, and the soldier working together so that this nation does not fall behind. But what they achieve may well be the proverbial ounce of prevention that will deter an aggressor from attacking. Until world disarmament becomes a fact the United States must carry on such exhaustive military research that it stands unchallenged.

## "National Parks Facing Dilemma Over Funds," by Michael Marsh in the *New York Herald Tribune*.

Are you planning a visit this year to one of the 28 national parks or one of the 150-odd monuments and other areas run by the National Park Service?

If so, you'll have plenty of company. The popularity of these scenic wonderlands has grown by leaps and bounds.

Few of us, touring in the area, would miss a trip to the Grand Canyon; to Yellowstone or Yosemite; to the Petrified Forest; to the site of



U. S. CREWMEN of a bomber squadron in West Germany get ready to test one of our newest guided missile weapons. Scientific search for new weapons is of utmost importance now, says the *St. Louis Post-Dispatch*.

Custer's last stand, or the wild woodland beauty of such Appalachian parks as the Shenandoah.

If you do visit one of the national parks, you may feel it's not kept up as it should be. The Park Service itself is well aware of that. In fact, the national park system faces a growing crisis. Maintenance and construction work in the parks was deferred during World War II and has never been made up. Now, with millions more visitors each year, the Park Service estimates \$550 million worth of work on roads, trails, parkways and other facilities is needed.

The Administration and Congress, with the laudable aim of economizing, are sharply cutting money for the national park system. This fiscal year the system will have much less than the \$34 million it had last year.

The problem is obvious. If present trends continue, more and more of us will visit national parks and find them less and less fitted to receive us.

## "What the U. S. and India Agree On," by Vera Dean in the *Christian Century*.

When one reads the editorials in our newspapers, which during the past year have been critical of India's foreign policy, one gets the impression that a wide gulf has developed between India and the United States. Is this really the case?

If we take the trouble to look at the record we find, on the contrary, important areas of agreement. There are at least four main issues on which thoughtful Indians and Americans hold similar views:

1. *The End of Colonialism.* On this point our government as well as public opinion seems to be in agreement with the thoughts expressed by India's Prime Minister Nehru. It is his belief that people living under colonial rule can be rallied to fight communism only when they have achieved national independence.

2. *Opposition to communism.* Far from favoring communism, Nehru has clearly shown by deeds, as well as words, that he intends to keep the Indian communists in check. He has not hesitated to invoke the law to prevent the communists from using violence, and at one time before the general elections of 1951-53 it was estimated that there were 1,500 communists in jail.

3. *Economic Development by Democratic Means.* On this issue there is complete agreement between India and the U. S. Both agree that India's economy must be built up to improve the standard of living of the people, who then will be able to better resist communist propaganda.

4. *Fear of War.* Both nations, India and the U. S., desire to avert a war if possible without accepting surrender to a foreign conqueror. Nehru believes in keeping his powder dry and doing everything humanly possible to keep channels for negotiation open. However, in spite of India's tradition of "nonviolence," Nehru has force at his disposal. His people will not bow to the rule of the Russians or the Chinese, Nehru believes.

## "Our Best Chance to Survive," by Brig. Gen. Charles Lindbergh in the *Saturday Evening Post*.

In an atomic-missile war, a tremendous advantage will be achieved by the nation which strikes first and without warning. A large number of military objectives can be wiped out, millions of people killed, and all important cities destroyed. Unless its military forces are decentralized as well as extraordinarily powerful, the ability of the struck country to counter-attack may be reduced to a state of

ineffectiveness within a short time.

The hydrogen bomb and the supersonic missile have eliminated defensive security on the surface of the earth. The most elaborate defensive network we can devise would intercept only a fraction of modern enemy aircraft.

To strike without warning is against the traditions and policies of the American people. Giving up is an idea unknown to us. The alternative is to maintain strength that is obvious to a potential enemy as it is to ourselves. If our strength is not obvious as well as factual, we may delude an enemy into believing he can destroy us by surprise, and the debacle of Pearl Harbor could be repeated on a titanic scale.

A study of political and military conditions around the world today forces the conclusion that the survival of America depends on armed strength as never before in our history; that our weapons must be widely decentralized as well as extremely powerful; that if we relax our vigilance even temporarily, our civilization is likely to fall, with a loss of life that is staggering. We have an obligation to our beliefs, our ideals and to future generations which demands unlimited sacrifice to essential military strength.

The minimum fighting power we can afford must give us unquestioned ability to retaliate against any enemy that attacks us or our allies. This requires, first, a fleet in being of the most modern aircraft—a fleet able to take to the



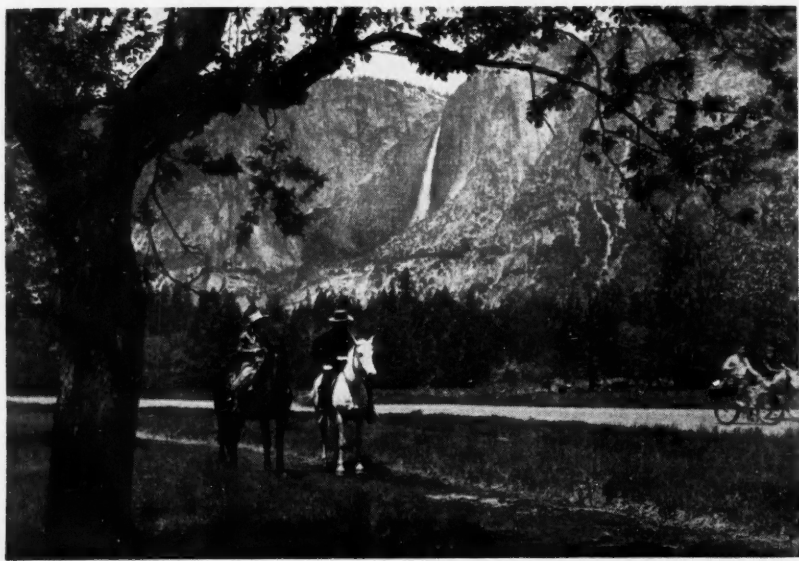
CHARLES A. LINDBERGH believes the U. S. must be strong—and show its strength to frighten away enemies

air with atom bombs within minutes after an alarm is sounded.

Second, it requires research, development, and industrial-decentralization programs that will improve the effectiveness of our future weapons and reduce our vulnerability to being attacked by surprise.

Third, we must emphasize development of the human element in our military forces fully as much as we emphasize the development of material elements in these forces. Our ingenuity in the use of man has not kept pace with our ingenuity in the use of the machines that man manufactures.

It is a formidable task, but it is within our capabilities. Our objective is the survival of Western civilization. There is no longer such a thing as adequate defense. So long as a dangerous enemy exists, our security will lie in the indestructible power to destroy.



SHOULD Congress grant more money for operating our national parks?